



COMPREHENSIVE PLANNING AND TRANSPORTATION COMMITTEE MINUTES

The Comprehensive Planning and Transportation Committee convened in a regular meeting on Monday, November 10, 2014 at 301 W. Second Street, Room #1101, Austin, Texas.

Subcommittee Members in Attendance: Mayor Pro Tem Cole (Chair)
Council Member Morrison
Council Member Riley

CALL TO ORDER

Mayor Pro Tem Cole called the Comprehensive Planning and Transportation Committee meeting to order at 2:05 p.m.

1. CITIZEN COMMUNICATION

2. No citizen signed up to speak

3. APPROVAL OF MINUTES

December 1, 2014 – Approved the November 10, 2014, minutes on a 2-0 vote with Mayor Pro Tem Cole absent and changes to page 2, paragraph 7 changed lightning to lighting ad page 3, paragraph 7 changed turnaround to turn around.

4. BRIEFING ON HOW THE CITY'S STREET DESIGN GUIDELINES AND THE CITY'S CRITERIA MANUALS RELATE TO OUR COMPLETE STREETS POLICY

Mr. Howard Lazarus, briefed Council on why to revise the Transportation Criteria Manual. This would provide more flexibility by incorporating national standards and addressing work within existing infrastructure, incorporate the Complete Streets approach, introduce a governance model and ensure consistency with Imagine Austin core principles. The flexibility in design will allow for more context sensitive design, incorporate references to national standards, recognize challenges associated with infill development revitalization projects and provide flexibility in adapting designs.

Complete streets will serve as users and modes, require connected travel networks, are beautiful, interesting and comfortable places for people, require best-practice design criteria and context-sensitive approaches, protect Austin's sustainability and environment, include all roadways and all projects and phases, are the work of all City departments and require appropriate performance measures. The benefit of a Governance Structure establishes a conflict resolution process, supports improved coordination, ensures consistency and provides certainty.

Mr. Robert Spillar, stated this is a process of change, not an overnight change. What Mr. Spillar discussed the Complete Streets for Austin and presented what other cities had in place. Looking at other cities that have really been successful is Chicago, San Francisco and it has taken them about 5 years or more to be successful to convert to a complete streets approach. Toronto is a city that we are looking at as a model. The timeline projection that we are on: 2013 City Council Action, 2013 – 2014 Exploration of approach funding peer cities, 2014-2015 development and delivery of complete streets guidelines, 2015-2016 training, outreach and revisions and 2016-2018 implementation and monitoring. The team approach is implementing a steering committee, core project team, technical committee, consultant team and stakeholders.

Mayor Pro Tem Cole, thanked the team for their hard work.

Council Member Riley, thanked all of the staff that has been involved in the Complete Streets project. He also asked Mr. Lazarus about the Governance Model and what he was envisioning?

Mr. Lazarus, stated is a way to make decisions when there are conflicts between different utilities. The easy way for us to sit down with those different agencies that own those different utilities and resolve those conflicts so that when a developer or builder goes forward they know they will not receive contradictor advice later on.

Mr. Spillar added the easiest why right now is to separate utilities and different trees to avoid the conflict. This model allows us to come together and come up with the best solutions instead of separate solutions.

Council Member Riley, asked as the pedestrian infrastructure goes in, is there any works going towards the lighting in the area?

Mr. Spillar, stated that is one of the eye openers by doing this peer city review. They realize it is totally about the pedestrians and the total process that lighting, landscape is part of that.

Council Member Riley, stated he looks forward to the continued process of this project.

Council Member Morrison, asked staff about cumulative impacts?

Mr. Spillar, stated that cumulative impacts may mean something to one neighborhood, but different to another. Mr. Spillar believes it is a whole environmental concern.

5. UPDATE ON THE CONSTRUCTION BUILD-OUT OF THE LANCE ARMSTRONG BIKEWAY DEVELOPMENT (LAB) IN EAST AUSTIN

Mr. Lazarus, discussed the map from West to East starting at I-35 and head East along the Lance Armstrong Bikeway. At this point Mr. Lazarus and Mr. Spillar are working with TxDot regarding the turnaround underneath 4th street.

Mr. Spillar added this is also in coordination with CapMetro to try and figure out how to adjust and make more permanent.

Mr. Lazarus, described the coordinating construction of an off-street LAB, sections that will be resurfaced in 2015 and ATD will pursue a two-way cycle track with parking on one side and existing Urban Trail LAB Trail III.

Mayor Pro Tem Cole, asked about a date when the LAB will be completed?

Mr. Lazarus, stated no.

Council Member Riley, asked staff to elaborate more about the vehicle turns around under I-35.

Mr. Spillar stated that they will actually reconfigure the turn around to get more space, not adding any more just reconfiguring.

Council Member Riley, asked about the red section (existing urban Trail LAB Phase III) is there any lane markings, signage, striping anything that could make that section beginner friendly?

Mr. Spillar stated he didn't have that information and would have to get back with the committee.

6. DISCUSSION OF THE STREET DESIGN FOR THE 15TH STREET SKYBRIDGE

Mr. Eric Hammack, Property Agent Senior, stated at present their office do not have any information indicating what that final design would be like. Mr. Hammack did reach to Seton to see if they would like to discuss it further

and they in turn referred to the University of Texas

Mr. Stephen Harris, University of Texas, stated he could not speak directly of anything pertaining to Seton's design. Currently UT is working with the Office Real-estate and the Transportation Department to ensure we create the right kind of environment/development.

Council Member Riley, stated he is hopeful that there will be a gateway at the street level that would not feel dangerous to the average pedestrian.

Mr. Harris, stated his understanding that the bridge is at the same elevation of Red River. There will be some synergy between that bridge and the new realigned Red River Street.

ADJOURMENT

Mayor Pro Tem Cole adjourned the meeting with no objection at 3:23 p.m.